

PICTURES OF MORMON TEMPLE

SALT LAKE MAN OFFERS THEM TO HIGHEST BIDDER.

Says He Photographed the Sacred Interior From Baptismal Font to the Paradise Room—He Has Offered the Pictures to Joseph F. Smith, He Says.

Max Florence, an ex-saloon keeper and restaurant proprietor of Salt Lake City, is at the Imperial waiting for the highest bidder on a series of films containing what he says are pictures of the inside of the Mormon Temple. Last night Mr. Florence crooked his finger at the hotel detective and then walked upstairs with that official and several newspaper men to give out an interview about his pictures. In spite of the presence of the detective, who sat in the room all the time, Mr. Florence said that he wasn't afraid that harm would come to him.

"With the letter which I sent to President Joseph F. Smith of the Mormon Church," said Florence, "I mailed him eight enlargements of the kodak pictures which I have. These went to him as samples and were reproductions of the baptismal font in the basement of the temple and of the Paradise room, which takes in the fourth and fifth floors."

"I know the building as well as the architect that planned it. My pictures take it from the basement to the steeple. And four of them are flashlights too!"

Florence said that he had been in town twelve days and that his letter to the Mormon leader, which he sent from here, was the first intimation that the Mormons had, so far as he knew, that the pictures were in existence. On September 14, he said, he received a telegram signed Joseph F. Smith and reading:

"I will make no bargain with thieves or traffickers in stolen goods. I prefer to let the law deal with them."

This was in response to the letter and the eight pictures which he said he had sent a week ago Saturday by registered mail to be delivered to the addressee only. A little while after he got the telegram, he said, he saw lying upon the telegraph office desk in the hotel a service message reading:

"If possible suppress service our No. 24 to Max Florence, Hotel Imperial, signed Smith. Answer quick. KNIGHT."

Knights was the manager of the Western Union office in Salt Lake City, said Florence. He couldn't understand why they wanted to keep him from getting the message.

He wired back to Joseph F. Smith that same day: "Have done nothing against law. You should consider me most confidential friend for obtaining possession." The next day an answer signed "C. H. W." came saying: "The law regards the receiver and trafficker in stolen goods on a par with the thieves. This on my personal responsibility."

Florence says he didn't recognize the initials and asked the Western Union for the name of the sender but the answer came that he was unknown and had left no address.

From a personal friend in Salt Lake City Florence said that he received a message yesterday which he quoted in part:

"Get pictures copyrighted as soon as possible. Be careful what you say. Criminal prosecution threatened. See post card men and magazine people." Another from Denver was more puzzling and he refused to make it explicit. It ran: "Article in Denver Post exposes story by Joseph. Uses bad language. Advise to be careful about the goods and ourselves as plot will be formed."

"I'm being careful, all right," said Florence. "I have my stuff in four different vaults in town. I've got the pictures. They are in my possession."

"Did you take them yourself?" he was asked.

"No, another man took them. Somebody else went in and got them but my money did it. They haven't been exposed to any one so far. I had a man guarded developing them and I passed them to him one at a time. That was done a long way from Salt Lake City. The enlargements were made here, but no one knew what they were."

"What would you sell them for?"

"Well, I'd burn them up rather than part with them for \$100,000," he answered.

"It took many months to make them. If you could get your pictures as fast as you were doing well. They had to be flashlights in some of the darker places."

He said that in one instance the man who had taken the pictures set the camera up on two chairs and then walked off and got into focus himself. The man's picture is in this reproduction, he said, and he was asked to show some of them, but he laughed and said that he would if any of his interviewers would pay his price.

"I told a magazine man this afternoon," he said, "that I'd burn of the Brooklyn Bridge if they weren't the originals."

"But how would you be prevented from making copies?" some one wanted to know.

"I can make copies, millions of them, if I want to," he replied. "But I'm going to deal squarely."

"And the church or any other buyer would have to take your word for it that they were getting all the pictures in existence?"

"Yes, but I have made the agreement to the church that I will give them the originals and that no copies shall be made if they will meet my price. I'll sell them to Jew, gentile or Mormon."

"Why do you take it for granted that you can get your price?" he was asked.

"Why, 90 per cent of the Mormons never saw what I've got on those pictures," said Florence. "I could take them to Salt Lake City and let the people see them and sell tickets for \$1 apiece to people who had been paying in cents for picture shows. Every week tourists come to Salt Lake City and look up at the walls of the temple and say, 'Oh, I'd give \$1,000 to see the inside of that place.'"

"Are you a Mormon yourself?" he was asked.

"No," he said shortly.

"Was the man who took them a Mormon?"

"That I won't say," he answered.

Florence said that with the pictures would go copies of the church's records of the temple and of the Paradise room, which he said he had had the information from a perfectly reliable source.

"There is nothing objectionable in any of this information," he added, "and there is nothing on any of the films that any city authority would not be willing to have exhibited. The story of the marriages can be refined."

He said that none of his records had anything to do with the plural marriages which had been condemned.

Speaking of the building itself Florence said that it was five stories high and that the two stories at the top were all in one and comprised the Paradise room which was very elaborate in its fittings. He said that unless one knew what he was seeing the pictures would seem much like many other interiors. The members of the church in action, as he expressed it, were not contained in any of them.

"What will you do with the pictures if you can't find a bidder?" he was asked.

"Well, it's a great satisfaction just to finger them over once in a while," he said with a smile.

An accurate description of what the pictures were like he refused to give. His information about them he said, he got from a reliable source.

"Those things are my business," said he.

"NO MAN

has a monopoly of wisdom, not even the youngest of us."

And no corporation has a monopoly of wisdom in its business.

But by recruiting our forces from the best available talent in the country, it follows that we and our clients enjoy more than average advantages.

THOMPSON-STARRETT COMPANY
Building Construction
Fifty-One Wall Street

AUTOMOBILES KILL AND MAIM

MAN DEAD AND TWO CHILDREN MAY DIE.

Arthur B. Haggerty of Brooklyn instantly killed when car crashes into Farm Wagon—Three Children Run Down in The Bronx—Boys' Injuries Fatal.

As a result of accidents in which automobiles figured yesterday one man was killed, a young woman sustained a concussion of the brain, two men were badly injured and a boy crushed by a motor car on Saturday died in a hospital.

The man killed was Arthur B. Haggerty, 550 Henry street, Brooklyn. He died instantly when an automobile in which he was riding with two companions crashed into the rear of a farmer's wagon at Ocean avenue and Avenue P, Sheepshead Bay, just before midnight.

The machine was owned by John Eckhoff of 244 Saratoga avenue, Brooklyn, and Mr. Eckhoff was driving his car at a high rate of speed along Ocean avenue as a farm wagon driven by Pasquale Greco swung into the road from a cross street. The car rammed the heavy wagon and Eckhoff's machine was hurled into the air.

Haggerty fell heavily on his head. It was found by an ambulance surgeon from the Coney Island Hospital who was summoned that Haggerty had been instantly killed. Greco and Eckhoff were taken to the hospital.

Three children ranging in age from 3 to 11 years were run down by automobiles in The Bronx in the hour between 5 and 6 o'clock yesterday afternoon. Two of them are expected to die.

The first to meet with misfortune was Louis Keltain, 5 years old, of 3776 Park avenue. He was crossing Brook avenue at 173d street when he stepped in front of an automobile going north on Brook avenue and was knocked down. Frederick Oliver, 13½ Clinton avenue, the chauffeur of the machine, stopped, picked up the boy and drove him to the Fordham Hospital. The boy was injured internally and is in a critical condition. The automobile is owned by the North Side Coach and Automobile Company of 192d street and Bathgate avenue. It was going at only a moderate rate of speed.

A few minutes later Alfred Schaefer, 9 years old, of 815 Prospect avenue, was playing with other boys in the street in front of 867 Prospect avenue. An automobile owned and operated by William Baker, a contracting engineer of 1263 Victor street, came south on Prospect avenue, running slowly, and the boy ran in front of it. The machine ran over him. Mr. Baker placed the boy in the automobile and took him to the Lebanon Hospital. His skull was fractured and he probably will die.

Just before 6 o'clock Emily Beatty, 11 years old, of 89 Hunt's Point avenue, was crossing the Southern Boulevard at Hunt's Point avenue was knocked down by a machine going south on the wrong side of the street. Mounted Policeman McGowan of the Morrisania station, who witnessed the accident, saw the girl turn to look in the direction from which automobiles travelling on that side of the street would come according to the rules of the road. The machine, coming from the opposite direction, struck her as she turned. James P. Rice of 970 Whitlock avenue, who was driving the car, which is owned by his father, Lawrence Rice, a builder, stopped, and Policeman McGowan lifted the child into the car and directed Rice to drive to Lebanon Hospital. The girl received many bruises and cuts, but her injuries are not considered serious. McGowan served Rice with a summons to appear in the Morrisania court and explain why he was violating the rules of the road.

Earlier in the day one death was recorded at Lebanon Hospital as the result of being run down by an automobile. The victim was Sidney Lewin, 17 years old, of 105 East 156th street, who while coming down 151st street into Prospect avenue on roller skates Saturday night was struck by an automobile owned and operated by Dr. John H. Blocker of 133 West 129th street.

Two brothers of the Lewin boy are in Bronx hospitals, one with a broken leg received in a fall and the other seriously ill.

Two small two passenger runabout automobiles containing three women and three men swung from Second street into the Bowery and was just turning south at 10 o'clock last night when it smashed into a northbound Madison avenue car.

The trolley car crushed one of the rear wheels of the runabout but did not overturn it. One of the women, who said she was Minnie Kotch, of 450 Mulaski street, Brooklyn, was thrown out.

The others in the machine carried the injured woman unconscious into a nearby drug store, where an ambulance surgeon found that she had a scalp wound and a slight concussion of the brain. She recovered consciousness half an hour after the accident and asked if anybody had seen two silver men, bags which she said she had been carrying. One of them, she said, contained \$200 worth of jewelry and the other \$400 in cash. No one who was standing around admitted having seen the bags.

The automobile bore the license number 21238 N. Y., which, according to the police records, belongs to H. J. Woodward of 1676 Broadway. One of the other two women in the runabout said she was Katherine Williams of 41 West End avenue. She had a slight laceration of the right arm. The third woman declined to give her name.

By the time the police got there one of the three men, according to witnesses, was the one who had been driving the runabout—had gone away. One of the men who were left said he was A. E. Owens of 620 Oak street, Buffalo. The other wouldn't give his name. One of the men telephoned from the drug store and a big touring car came and took the party, including Minnie Kotch, away.

NO CARDINALS THIS YEAR.

Archbishop Pavaud Found the Pope Fairly Well for His Age.

Archbishop Jean Baptiste Pavaud of Santa Fe, who arrived yesterday by the Lusitania, had two audiences with the Pope who seemed to be in fair health for a man of 76. The Archbishop said that there would be no cardinal selected this year.

He is inclined to think that the Mexicans do not approve of citizenship as the Americans do and expressed a fear that it might be a long time before they were settled in Mexico. The Mexicans apparently needed a man like Diaz to preserve order.

RODGERS STARTS LONG FLIGHT

AVIATOR GETS AS FAR AS MIDDLETOWN ON HIS FIRST DAY.

He Gets Away From Sheepshead Bay Racetrack Yesterday at 4:24 P. M. and began his flight for the \$50,000 prize offered by William R. Hearst for the first aviator to make the coast to coast air trip within thirty days. At 6:37 P. M. Rodgers settled down at Middletown, N. Y., about seventy miles from his starting point. He spent the night at Middletown and will resume his flight early this morning.

Rodgers, who is a son of the late Capt. Calbraith Perry Rodgers of the Fifteenth Cavalry, is the third aviator who is on the wing for the \$50,000 prize. Robert C. Fowler, who started from the Pacific coast and met with an accident, will resume his flight this morning. From Colfax, Cal., James Ward, who left Governors Island on Thursday, made slow progress. He was at Oswego, N. Y., yesterday repelling his aeroplane.

Young Rodgers found it difficult to get under way yesterday afternoon. There were 2,000 people within the racetrack enclosure and they pressed annoyingly close to Rodgers's machine. Only two regular policemen were on hand, and the special police were not numerous enough to clear the field. It was only after the aviator had warned the crowd that somebody would get killed if a clear path wasn't made for the biplane that the crowd backed away. Rodgers delayed his start for an hour hoping that Eugene Ely and George W. Beatty, who began their flight this morning from the Metropoli tower and are now on the wing toward the city. But at 4 P. M. when they hadn't appeared, Rodgers began his preparations.

Rodgers's mother and sister kissed him just before he took his seat in the machine. Mrs. Rodgers said she didn't like to have her sons take such chances with their lives, but that both Orville and Wilbur Wright had told her that Calbraith was a careful, competent flier and not likely to come to harm. She wanted her son to win the prize, she said, and she believed that he would.

Mrs. J. P. Harris of Terrill, Tex., stepped up to Rodgers while the mechanics were tuning the engine and handed him four strips of canvas, laid between the rails of the Erie Railroad. He flew over New York City at about 4:40 P. M. and at 5 P. M. he was over Paterson. Rodgers's flight was watched by a large crowd of people who lined the shore of the Hudson River. Rodgers's flight was watched by a large crowd of people who lined the shore of the Hudson River.

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DR. WALDEN MAKES A FLIGHT.

Has Been Doing Aviation Things for Three Years—Goes All Right This Time.

Dr. Henry Walden, the dentist aviator, using a flying machine of his own invention, which is a cross between a Farman and a Demoleille, furnished the thrills yesterday for the 6,000 spectators at the Brighton Beach racetrack. When Dr. Walden hauled out his machine he was a dark horse in the airship game, but before he got through flying he was a winner. On his first trip out the machine did not skim the clouds very lively and weak soprano notes were emitted from the throat of the four cylinder engine. What it needed was a lighter propeller, and after this change it darted about like a hummingbird.

It was just at sunset when Dr. Walden guided his delicate craft upward, passing over telegraph wires, church steeples, treetops and houses. At times he made such close sweeps over these tall objects that the spectators were fearful, but he finished his fifteen minutes flight without accident and came in for his share of the gate receipts with Grahame-White, Eugene Ely and George W. Beatty, the star performers.

Dr. Walden began experimenting with flying machines three years ago at the old Morris Park racetrack and has built every kind of contraption from a triplane to a monoplane. He has wrecked machines, had his bones broken several times, has been in the hospital, but he has kept plugging along. The only time he stops is to earn money enough to start at it again. Yesterday's was his most successful flight that he has ever made.

Along about 4 o'clock the eyes of the crowd were directed toward Sheepshead Bay from where Aviator Rodgers made his start for a transcontinental flight. At first it looked as if he might fly over to Brighton Beach track, but he quickly headed for the northwest. Every one watched the machine as it became a speck in the white and blue sky and gradually faded from view.

The most spirited flight of the afternoon was made by Eugene Ely, who performed his usual spirals and dives. Grahame-White was out in his baby biplane, which is the only machine of its kind in this country. George W. Beatty took up passengers and on one trip carried a small child in a flying machine inventor. At the close of the exhibits he flew back to the Nassau Boulevard aerodrome, taking along his fiancée, Miss Genevieve O'Hagan.

Yesterday closed a nine days meet. With the exception of Sundays there was almost no attendance.

WOMEN AVIATORS TO RACE.

Special Feature for Them in the Nassau Boulevard Flying Plans.

Four women aviators will compete in special events at the meet to be held at the Nassau Boulevard aerodrome beginning on Saturday next. They are Miss Helene Dutrieu, Miss Blanche Scott, Miss Harriet Quimby and Miss Matilda Moisant.

The arrangements for the appearance of Miss Quimby and Miss Moisant were closed last night. Miss Dutrieu is now on her way to this country on board the steamer La Provence, which will arrive here the latter part of the week.

Miss Dutrieu will pilot a racing Farman biplane, while both Miss Scott and Miss Quimby will use monoplanes. Miss Scott is a French aviator and a second of the machines are equipped with high powered engines.

In addition to cash prizes it is the intention to offer a trophy emblemizing the American spirit of championship for women. There will be three days in the meet when there will be races between the four women fliers.

Eight passenger Farman biplane has also been entered by the Moisants. It is not known yet who will pilot this machine. André Houppert and René Simon have been added to the list of aviators.

It was said that Louis Dushrow, the automobile driver, has been engaged to race his sixty-six mile car with an aeroplane. The contest will be for a trophy of \$100 and no prize money. A second prize of \$50. The race will start on Sunday, September 24, the second day of the meet, over such roads as may be selected by the committee.

Clarence Graham, Harry N. Atwood, Sopwith and George W. Beatty arrived at the aerodrome with their machines yesterday. Eugene Ely is expected to arrive from Washington to-day. Miss Quimby and Miss Moisant will go over from the Hempstead Plain field on Tuesday.

LIEUT. RODGERS ON THE WING.

Navy Aviator Flies From Havre de Grace to Annapolis.

ANNAPOIS, Md., Sept. 17.—Lieut. John Rodgers, the navy's aviation instructor, made his first flight this morning from Havre de Grace to Annapolis.

He arrived over Annapolis just before noon and his coming, heralded in advance, seriously interfered with church attendance. When he first came in sight there was a rush to the Naval Academy grounds, but the aviator did not land there. After waving to the crowds below he flew to the navy's aviation field across the river.

So far as the navy aviators are concerned it was probably the best piece of work of the day. Lieut. Rodgers, by his trip, completed a circuit which included a trip from Annapolis to College Park, Md., with a flight over Washington; a trip from College Park to Havre de Grace, and back over part of Baltimore, and finally the overwater trip from Havre de Grace to Annapolis.

On to-day's trip Rodgers covered approximately fifty-two miles, and on the time he actually left Havre de Grace until he arrived over the Naval Academy the timers figured 1 hour and 3 minutes. He was in the air for 1 hour and 3 minutes. Lieut. Rodgers completed a circuit which included a trip from Annapolis to College Park, Md., with a flight over Washington; a trip from College Park to Havre de Grace, and back over part of Baltimore, and finally the overwater trip from Havre de Grace to Annapolis.

Rodgers's parents seemed reluctant to have him leave the ground at Havre de Grace. They have expressed fear that he will lose his life if he continues at aviation and have tried to persuade him to quit flying.

Assemblyman Oliver N. Better.

The condition of Assemblyman Oliver, who is critically ill at St. Vincent's Hospital, was reported to be unchanged yesterday by Dr. Joseph C. Bryant, one of the attending physicians.

"There is always hope as long as life lasts," Dr. Bryant said, "but we cannot deny that Mr. Oliver is a very sick man."

A TOUR

personally conducted to

GETTYSBURG

including a drive over the

BATTLEFIELD

and two days sight-seeing in the City of

WASHINGTON

will be operated by the

Pennsylvania R. R.

October 7 to 12, 1911